

# BookletChart™

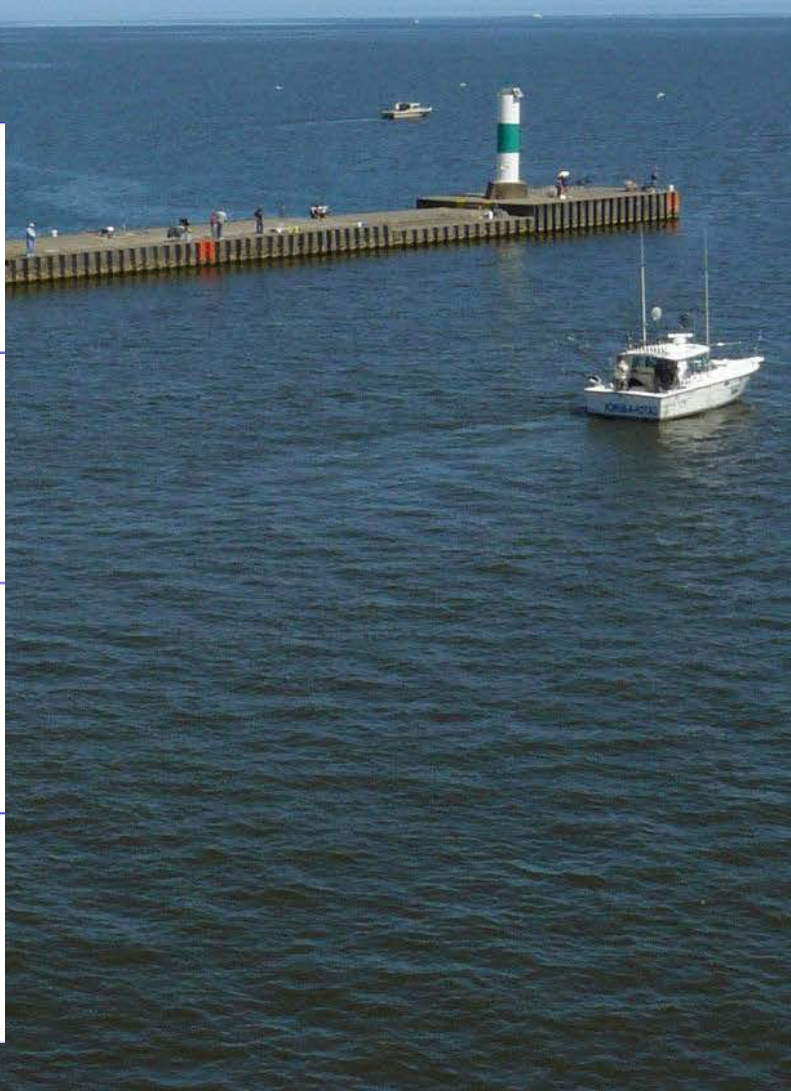
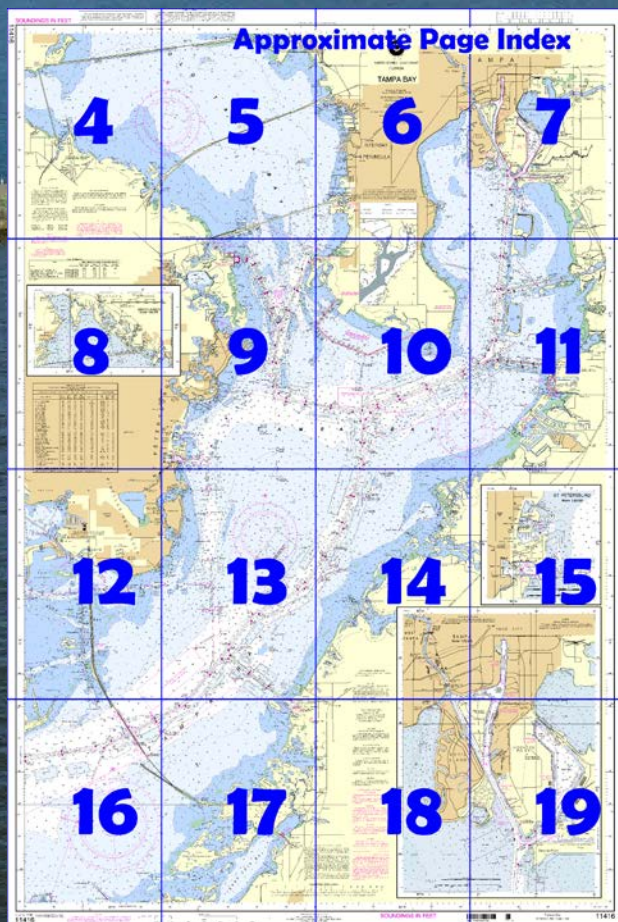
## Tampa Bay NOAA Chart 11416



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™ ?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

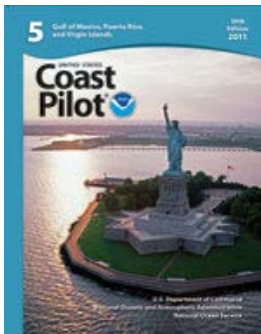
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11416>



**[Coast Pilot 5, Chapter 9 excerpts].**

**Port Manatee** is a deepwater terminal on the SE side of Tampa Bay. The terminal is reached through a channel that leads SE from the main ship channel. A Federal project provides for a depth of 40 feet in the channel and turning basin. The channel is marked by a **127.7°** lighted range, lights, and lighted buoys.

**Hillsborough Bay**, a Federal project, provides for depths of 43 feet in the channels leading through Hillsborough Bay.

Good anchorage is available for shallow-draft vessels in the central part of the bay W of the main channel.

Federal project provides for depths of 34 feet for the main ship channel, Sparkman and Ybor Channels, and Ybor Turning Basin, and 12 feet for Seddon and Garrison Channels.

Only small boats can pass around the N end of Davis Islands. Two fixed bridges connect the N end of the islands with Tampa to the W; minimum clearance is 9 feet.

A **no-wake speed zone** is enforced in the area between the southern tip of Harbour Island and Platt Street bridge.

Small-craft facilities in Tampa are limited. The municipal boat landing is on the W side of the entrance to Hillsborough River. The Majorie Park Yacht Basin on Davis Islands, on the W side of **Seddon Channel**, has gasoline, water, a launching ramp, and open and covered berths for boats up to 50 feet. Diesel fuel is available by truck. The basin has depths of 7 feet.

The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.

**Required Reports to the CVTS.**—Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).

**Anchorage.**—Vessels with good ground tackle should anchor in the **Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel**. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet. Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1** and **110.193**, chapter 2, for limits and regulations.)

Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.

**Safety zones** have been established around vessels carrying anhydrous ammonia or liquefied petroleum gas when transiting or moored in Tampa Bay.

A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.

**Currents.**—A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.

There is a large daily inequality in the ebb, and velocities of 2 knots or more may be expected at the strength of the greater ebb of the day in Egmont Channel, Passage Key Inlet, and off Port Tampa. Flood velocities seldom exceed 2 knots. Winds have considerable effect in modifying the tidal current.

A **danger zone** of a small-arms firing range of **MacDill Air Force Base** is on the SW shore of **Interbay Peninsula**. (See **334.630**, chapter 2, for limits and regulations.)

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander

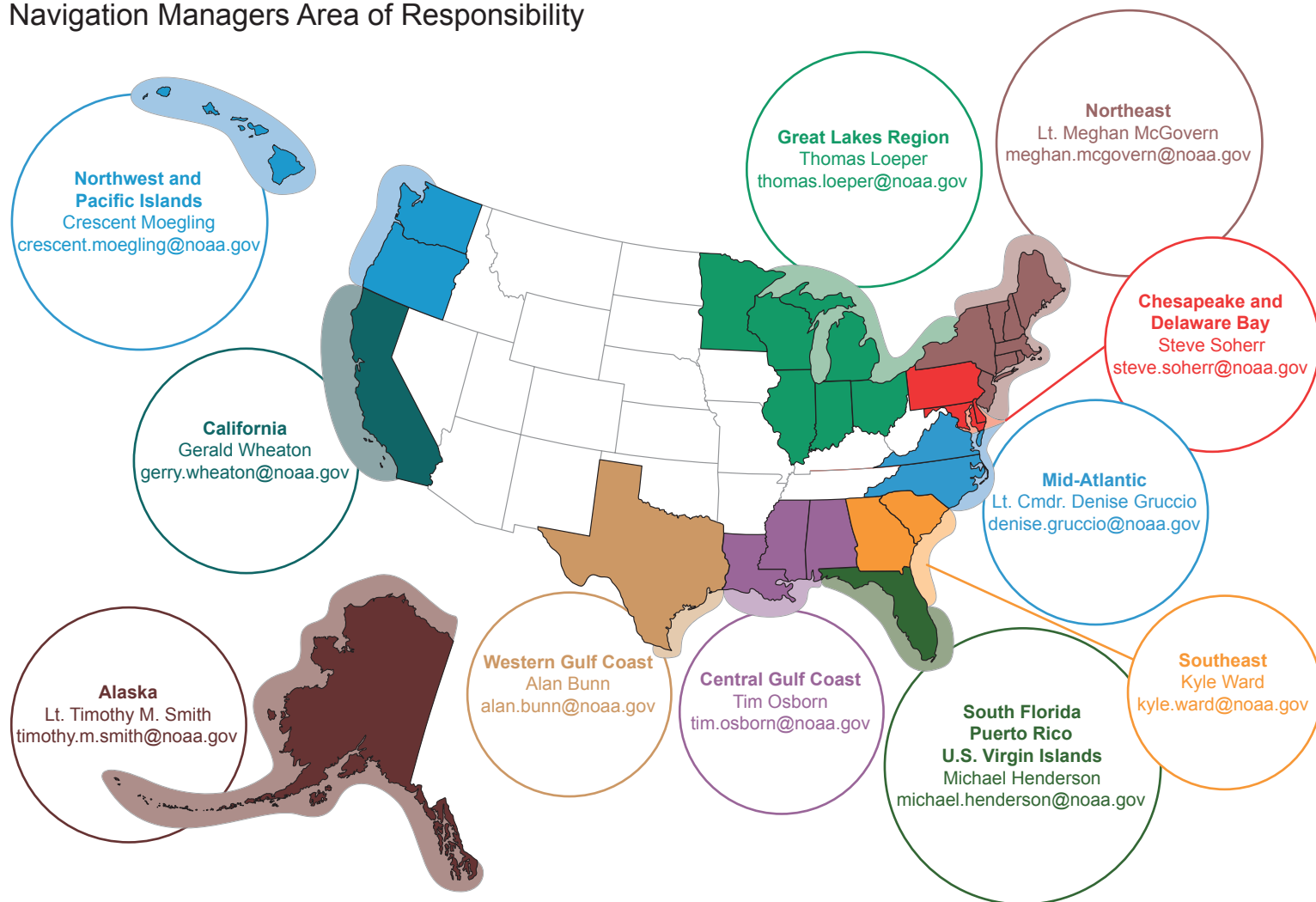
8th CG District

New Orleans, LA

(504) 589-6225



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

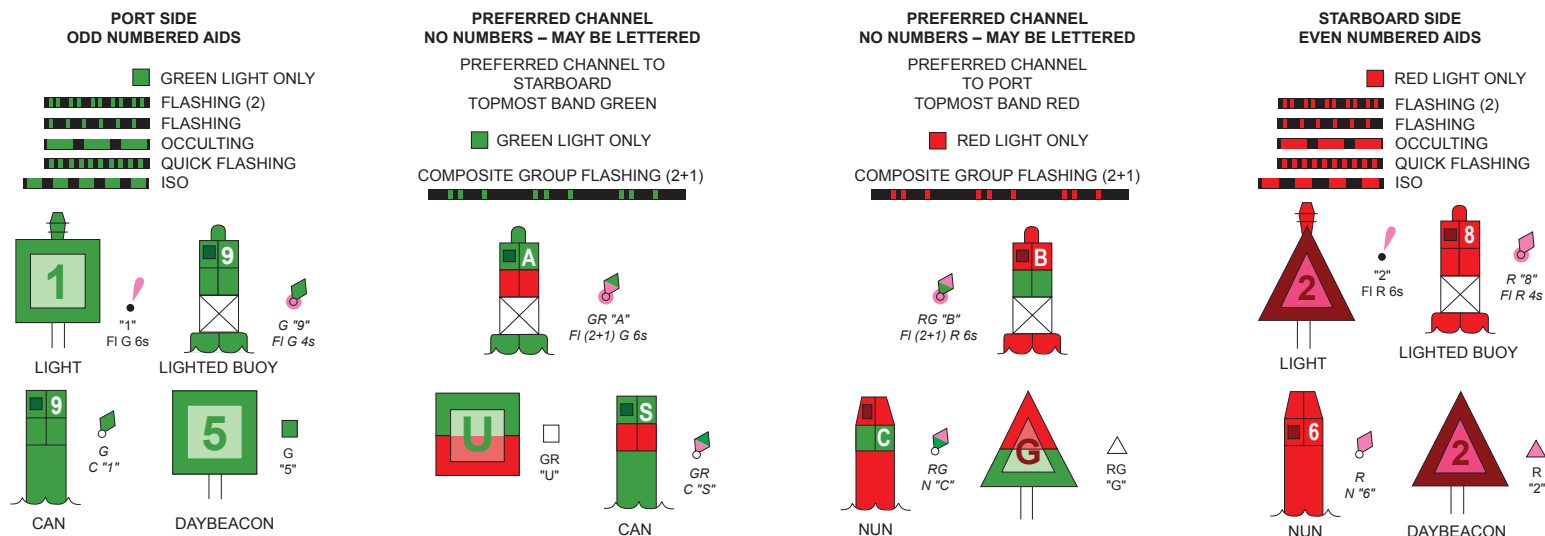
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

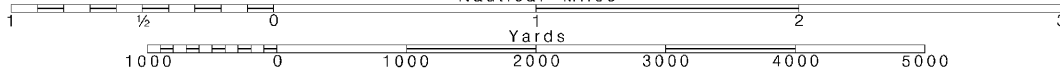


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



See Note on page 5.





Joins page 5

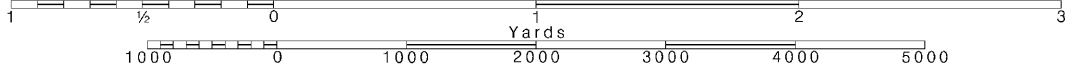
Joins page 10

Printed at reduced scale.

— SCALE 1:40,000 —  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



# 6

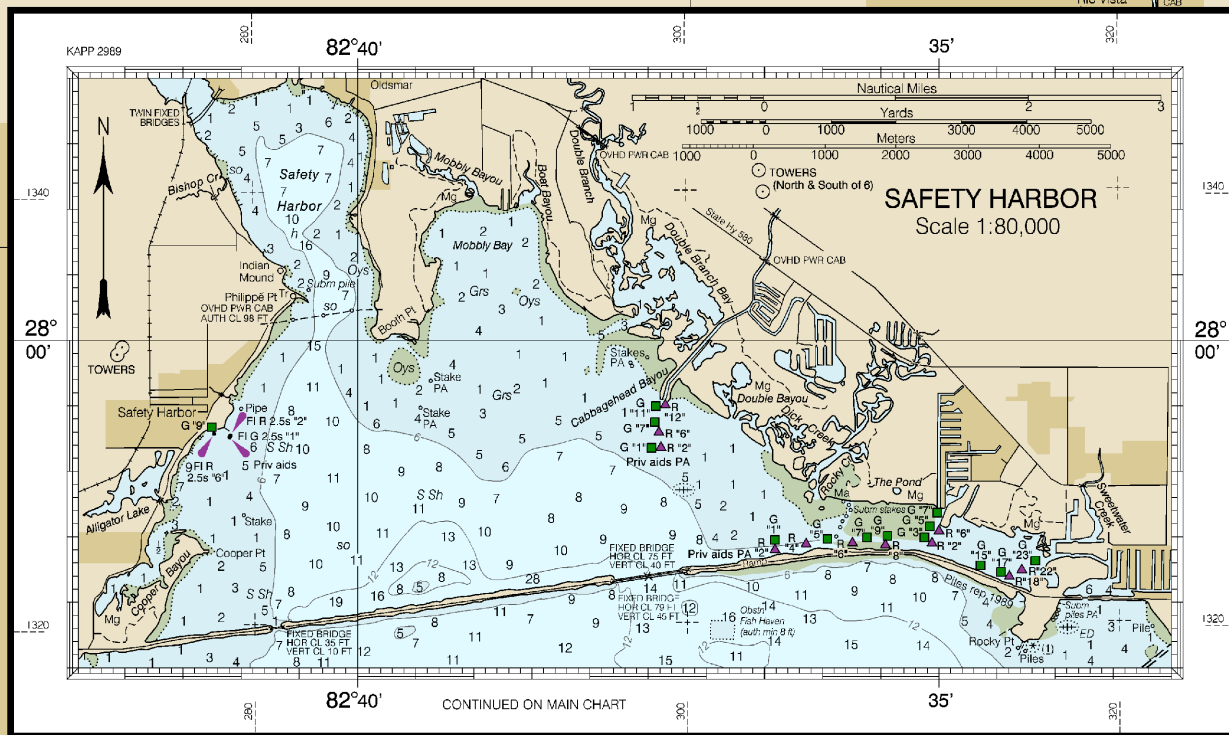




TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Mullet Key Channel (Skyway)	(27°37'N/82°44'W)	2.1	1.8	0.3
Shell Point	(27°43'N/82°29'W)	2.3	1.9	0.5
St. Petersburg	(27°46'N/82°37'W)	2.3	2.0	0.4
Davis Island	(27°55'N/82°27'W)	2.6	2.3	0.5
Safety Harbor	(27°59'N/82°41'W)	2.8	2.4	0.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>.

(Apr 2015)



TAMPA BAY CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015 AND SURVEYS TO MAR 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) / LENGTH (NAUT. MILES) / DEPTH (FEET)
MULLET KEY CHANNEL	41.6	42.9	42.9	40.6	3-15	600 4.2 43
CUT A CHANNEL	40.3	42.2	42.4	42.6	2-15	500 3.2 43
CUT B CHANNEL	41.6	41.4	42.1	40.9	3-15	500 4.0 43
CUT C CHANNEL	39.5	41.9	42.6	42.4	3-15	500 2.0 43
CUT D CHANNEL	41.8	41.3	41.9	41.2	3-16	500 2.5 43
CUT E CHANNEL	40.8	41.1	41.9	42.4	3-15	500 2.4 43
CUT F CHANNEL	41.6	42.7	43.2	41.7	4-14	500 1.6 43
EAST WIDENER	42.4	42.4	42.4	42.4	4-14	0-2880 0.4 43
WEST WIDENER	31.3	31.3	31.3	31.3	4-14	0-970 0.25 34
CUT G CHANNEL	32.9	33.9	33.8	31.4	4-14	400 2.7 34
G TO J WIDENER	32.6	32.6	32.6	32.6	3-14	0-770 .52 34
CUT J CHANNEL	32.4	34.8	34.0	33.7	3-14	400-450 1.2 34
CUT J2 CHANNEL	35.5	37.0	36.7	35.6	3-14	400-450 0.9 34
CUT K CHANNEL	30.7	32.5	33.3	32.0	3-14	400 2.0 34
CUT K TURNING BASIN	30.5	30.5	30.5	30.5	3-14	409-750 0.5 34
GADSDEN PT. CUT	41.2	42.8	41.9	40.4	4-14	500 3.05 43
HILLSBOROUGH BAY	42.7	42.9	42.6	40.3	4-14	500 1.0 43
CUT A CHANNEL	38.4	43.6	47.1	43.6	4-14	0-1000 0.7 43
A TO C WIDENER	39.9	42.4	42.5	37.3	4-14	500 5.6 43
CUT C CHANNEL	34.2	37.2	36.1	35.5	4-14	400 1.0 41
SEDDON CHANNEL	7.2	13.9	17.0	19.2	5-14	200 1.1 12
GARRISON CHANNEL (A)	24.0	24.7	30.1	32.8	1-12	300 0.4 30
SPARKMAN CHANNEL	33.4	36.7	34.8	34.0	5-8-14	400 1.2 34
YBOR TURNING BASIN	34.0	34.0	34.0	33.0	6-14	— 0.3 34
YBOR CHANNEL	33.6	34.3	34.0	33.5	6-14	400 0.6 34
PORT SUTTON ENTRANCE CHANNEL	44.0	44.8	44.6	42.4	6-14	400 0.3 43
SOUTH WIDENER	43.0	43.0	43.0	42.0	6-16	0-640 0.3 43
PORT SUTTON TURNING BASIN	43.7	44.0	43.1	42.9	6-14	400-1950 0.4 43
EAST BAY CHANNEL	42.4	43.8	45.3	40.5	6-14	600 0.6 43
TO TURNING BASIN	43.0	42.0	43.0	43.0	6-14	300-900 0.3 43
NORTHEAST OF TURNING BASIN	43.0	43.0	43.0	42.4	6-14	300 0.4 43
UPPER EAST BAY	33.1	33.9	36.1	34.6	6-14	300 0.6 34
CHANNEL TO UPPER BASIN	34.1	34.5	33.6	33.6	6-14	300-799 0.5 34

A. GARRISON CHANNEL HAS BEEN DEAUTHORIZED AS A FEDERALLY MAINTAINED NAVIGATION PROJECT. SHOALING THROUGHOUT WESTERN PORTION OF CHANNEL.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE

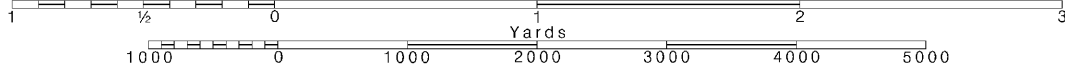


Note: Chart grid lines are aligned with true north.

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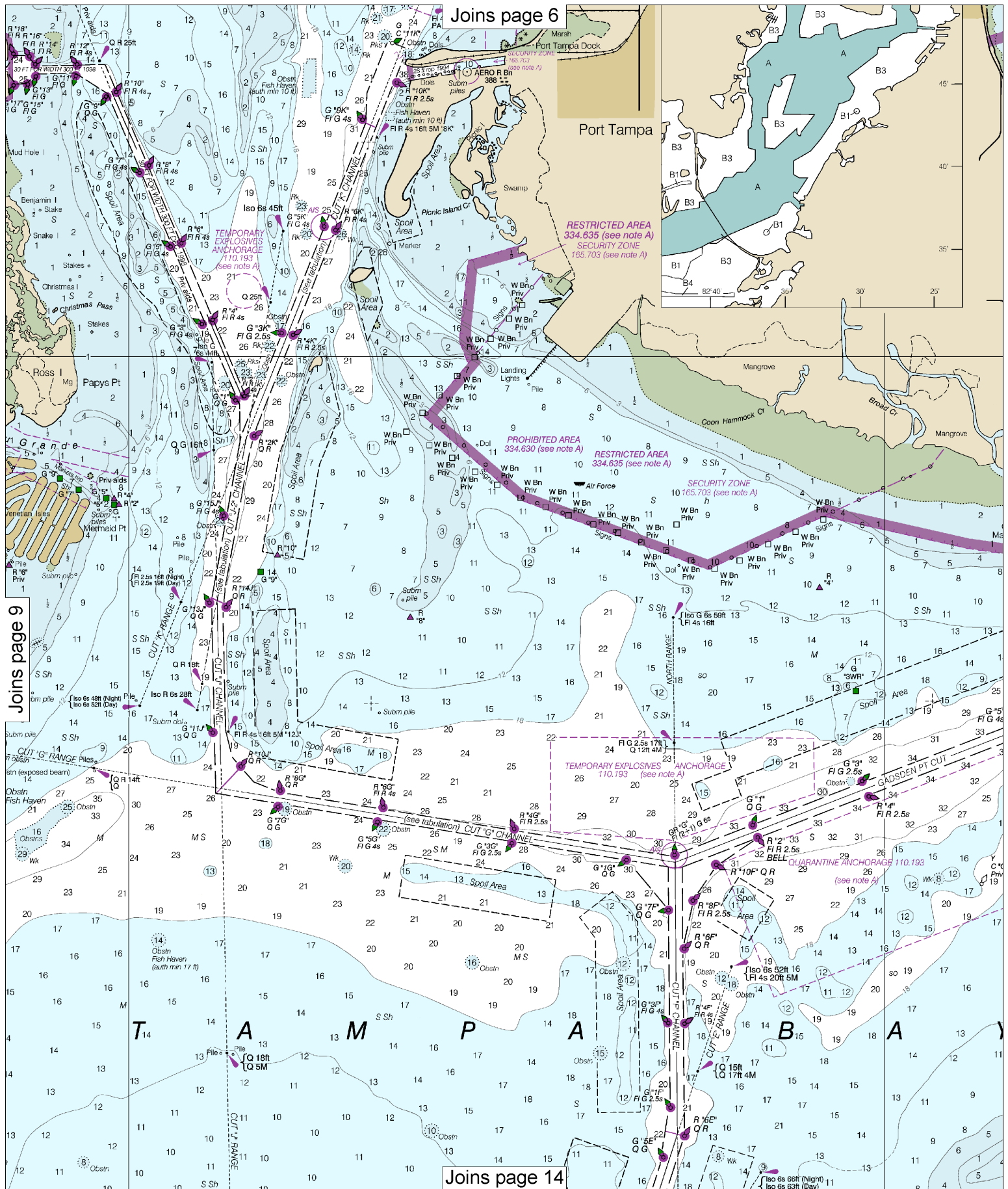
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See Note on page 5.









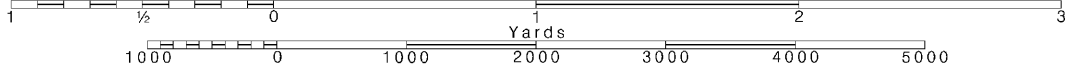
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Note: Chart grid lines are aligned with true north.

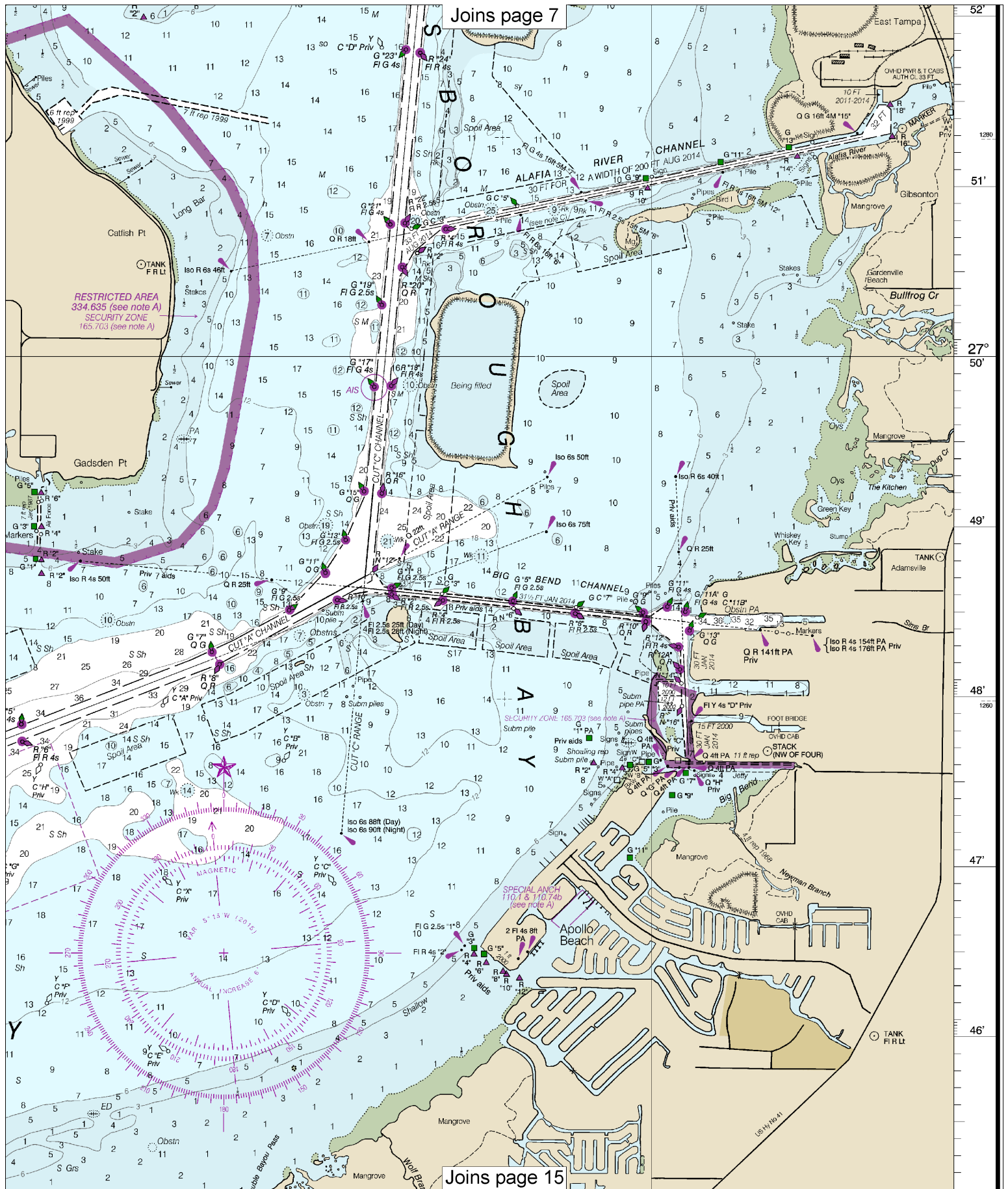
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.



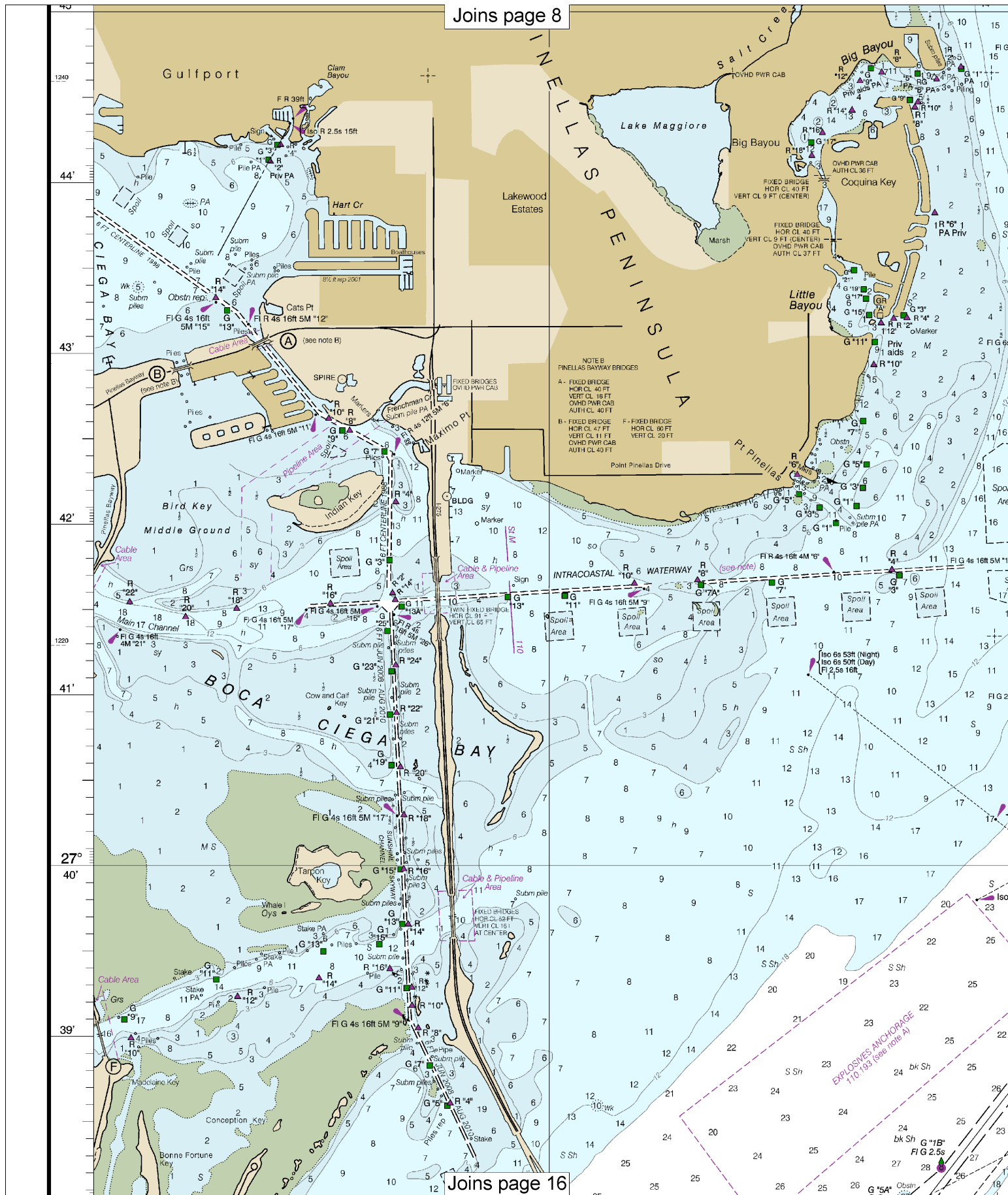




Joins page 7

Joins page 15





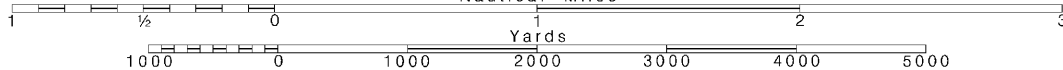
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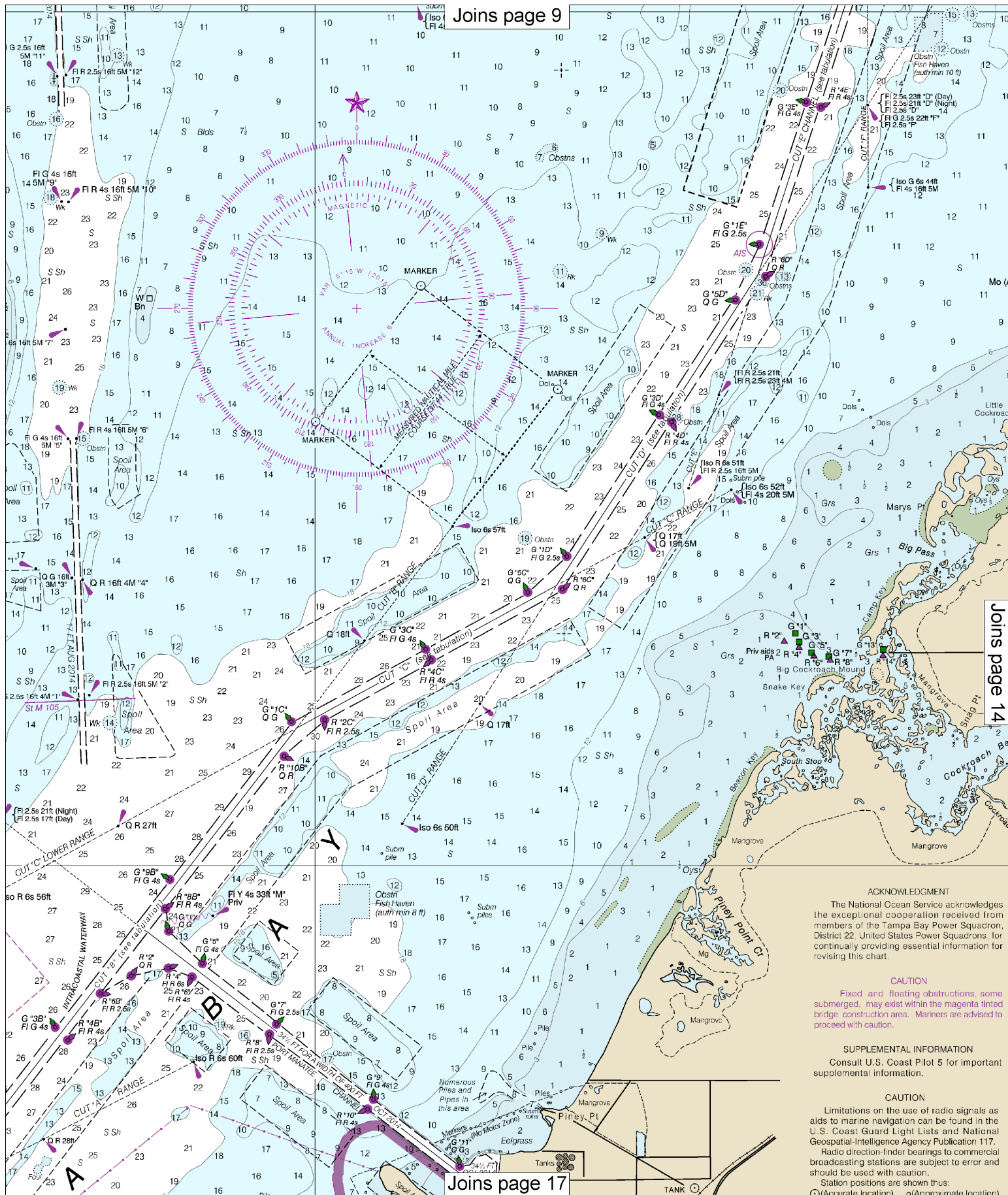
Note: Chart grid lines are aligned with true north.

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SCALE 1:40,000  
Nautical Miles

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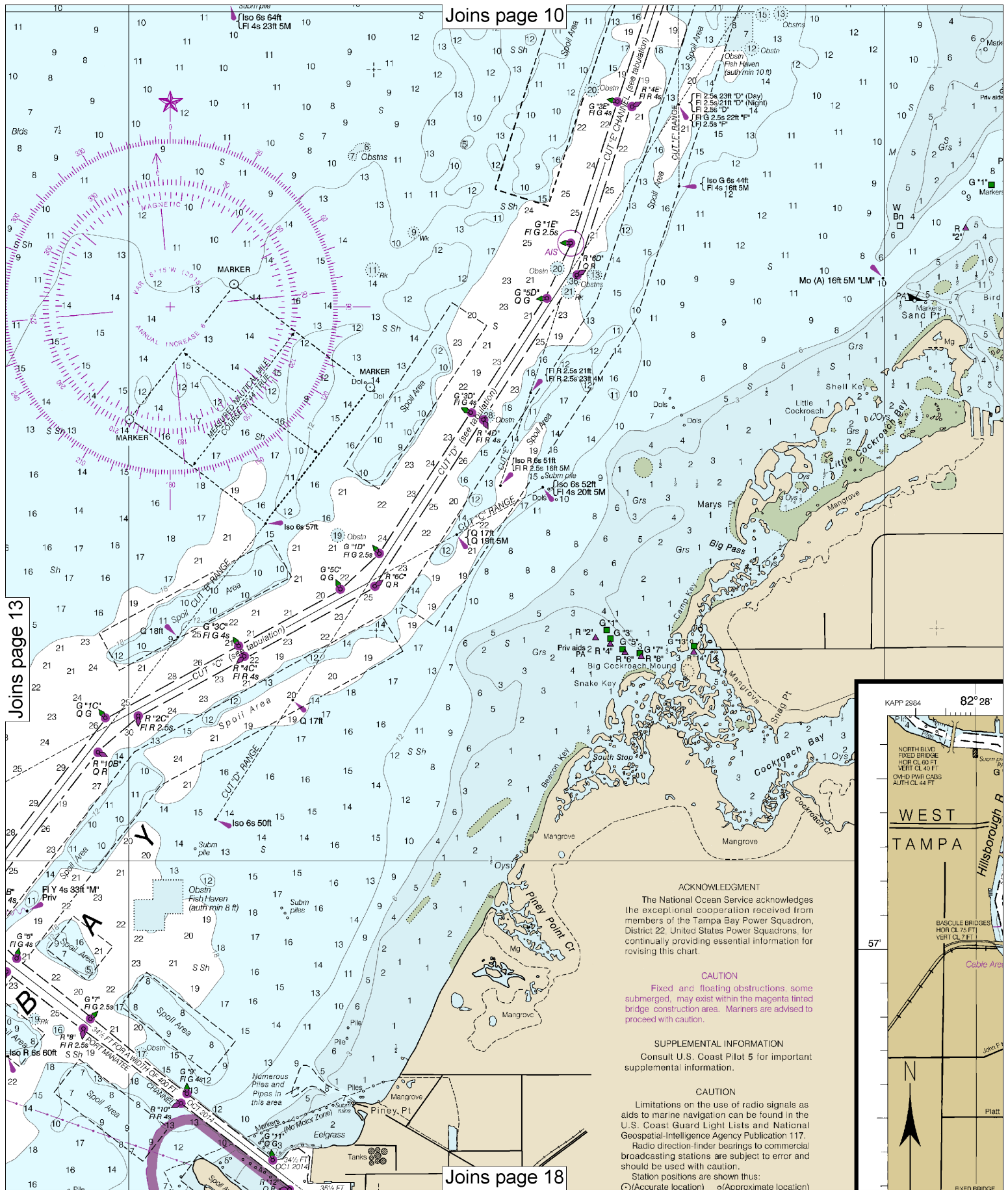


**ACKNOWLEDGMENT**  
The National Ocean Service acknowledges the exceptional cooperation received from members of the Tampa Bay Power Squadron, District 22, United States Power Squadrons, for continually providing essential information for revising this chart.

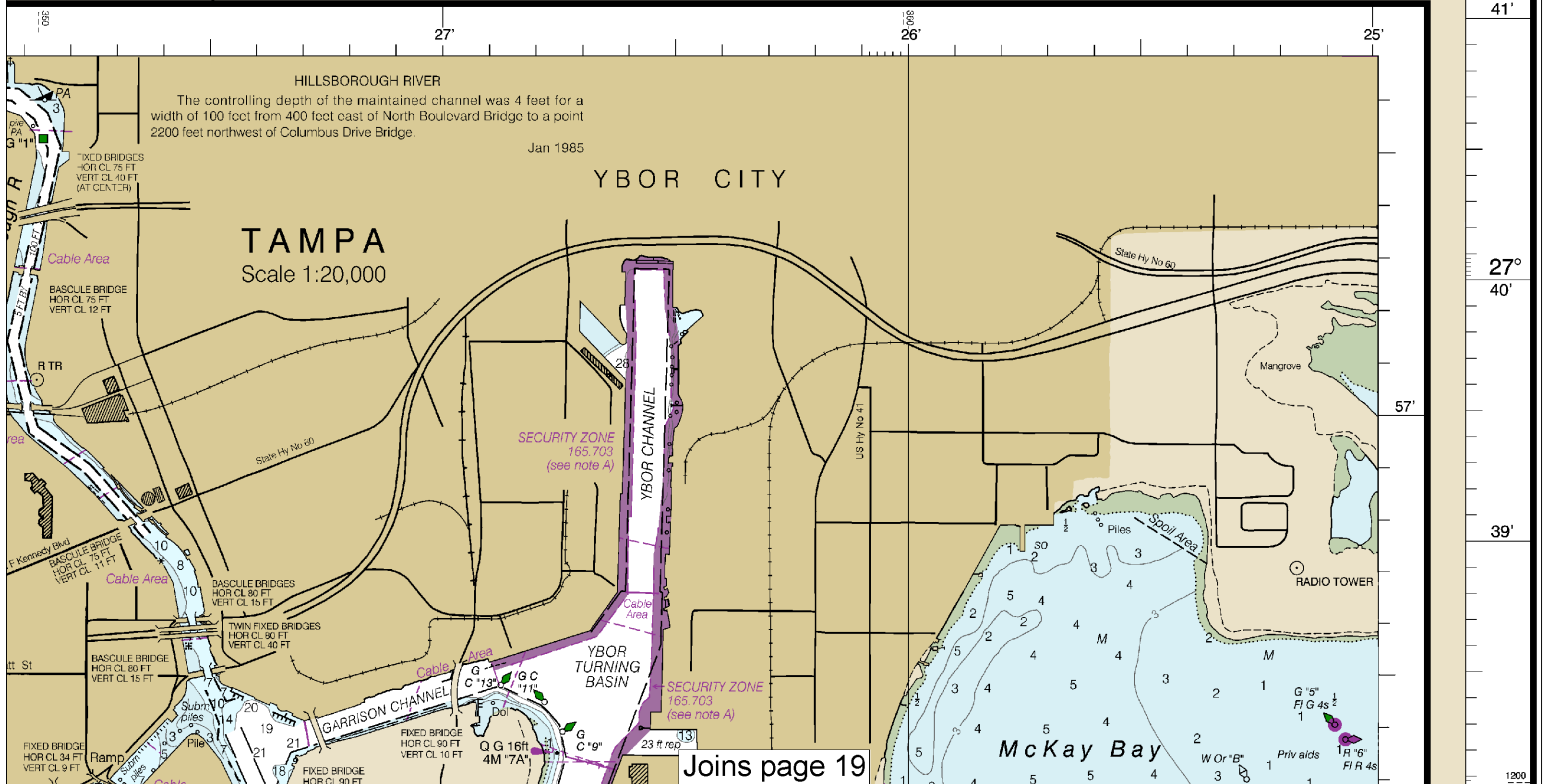
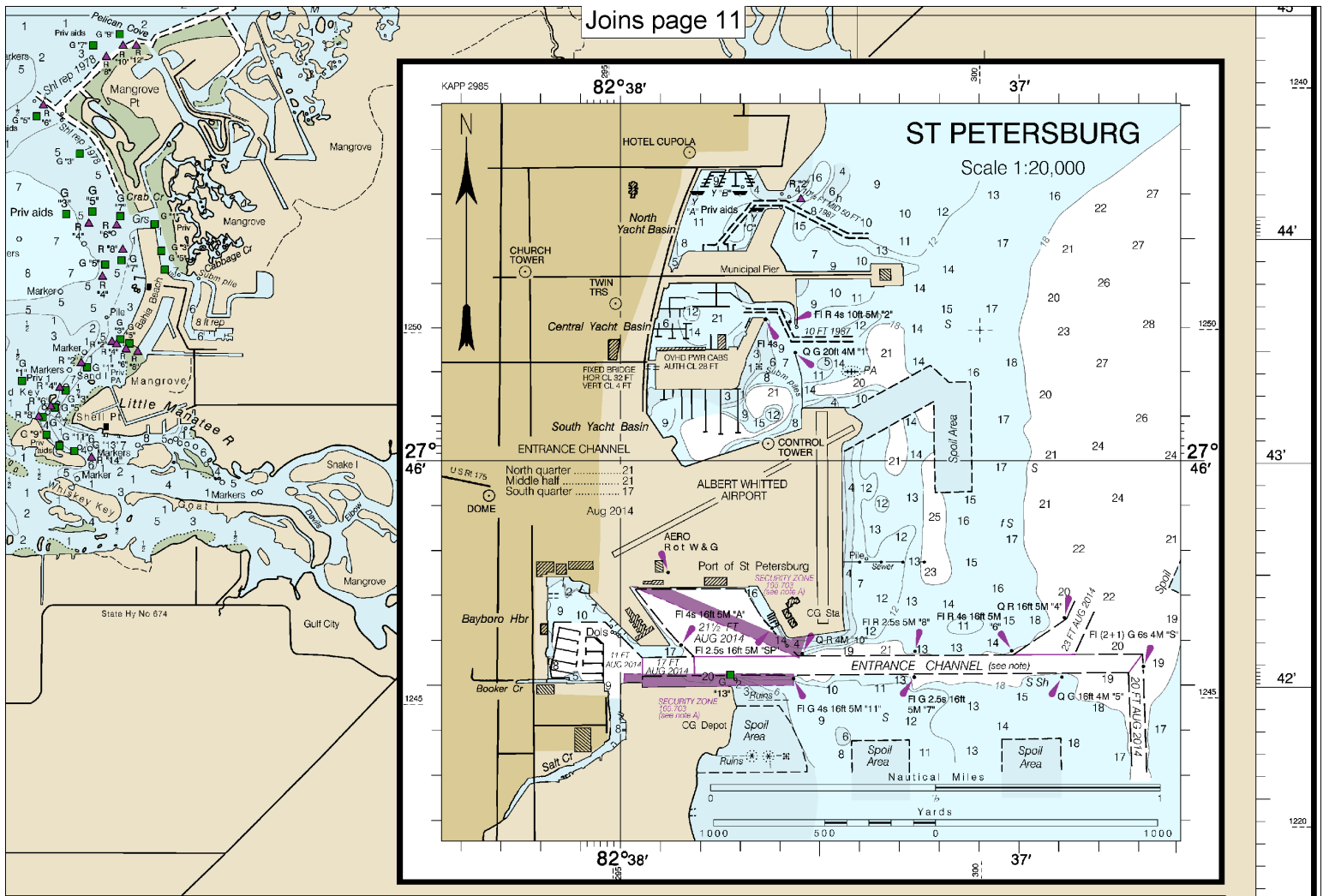
**CAUTION**  
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

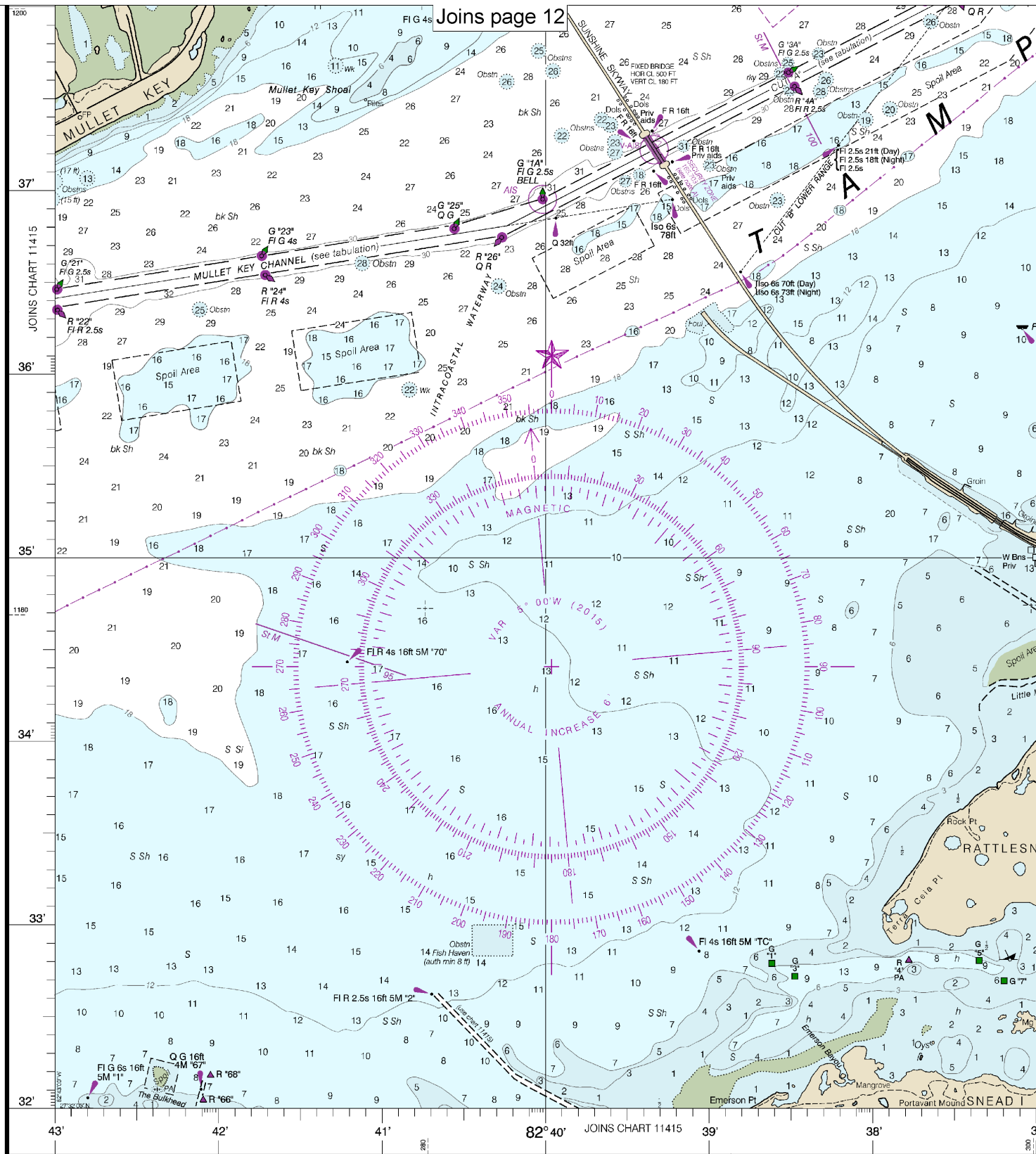
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 5 for important supplemental information.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (o) (Accurate location) (o) (Approximate location)









13th Ed., Sep. 2015

**11416**

Last Correction: 2/4/2016. Cleared through:  
LNM: 1316 (3/29/2016), NM: 1516 (4/9/2016)

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit  
about this chart at <http://www.nauticalcharts.noaa.gov>

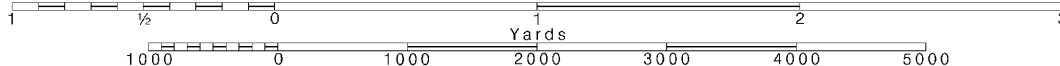
**16**

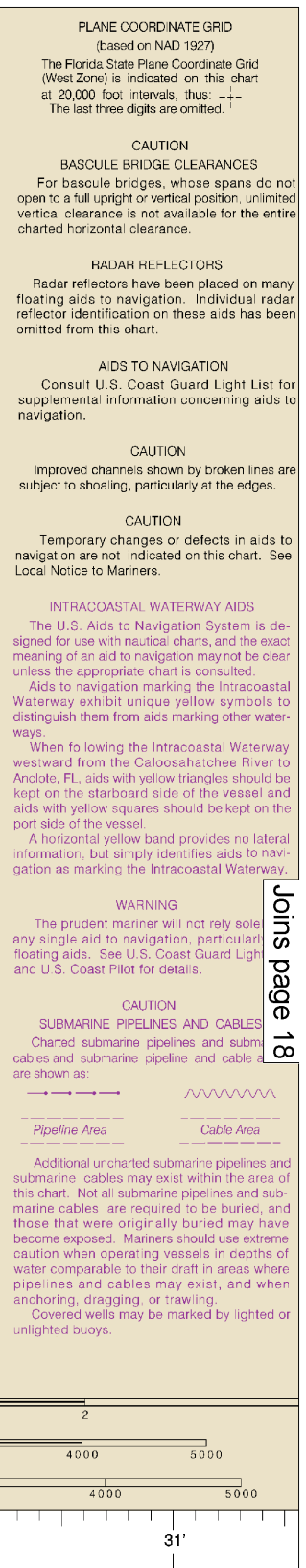
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

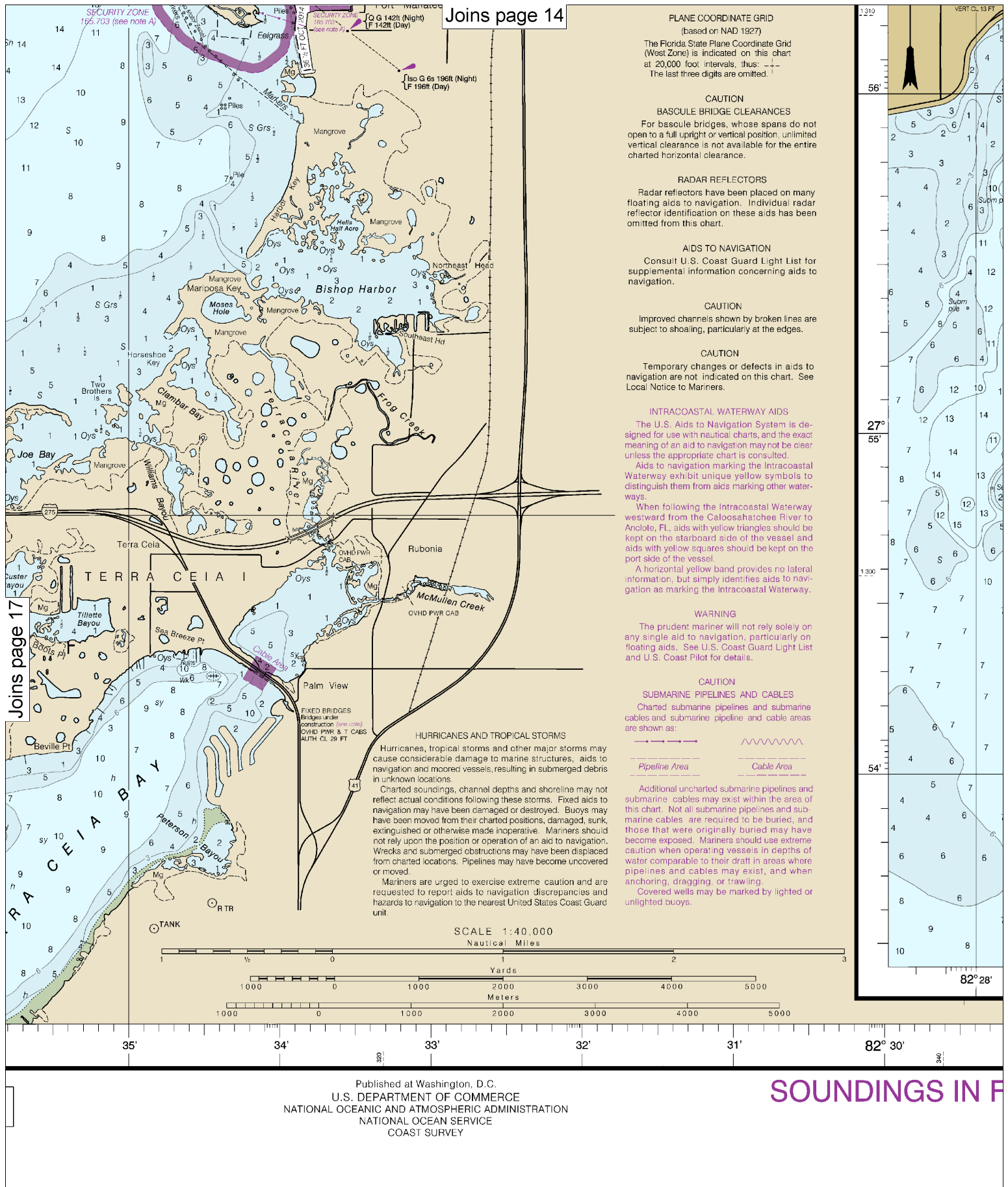
See Note on page 5.





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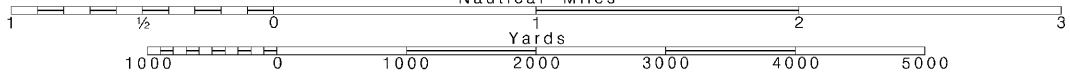


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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

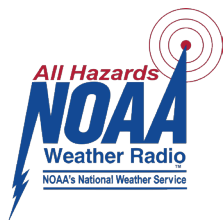
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/ncd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/ncd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.